



The
**STORIED
NORTHWEST**



ALONG THE
NORTHERN PACIFIC RAILWAY



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Yellowstone

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The Storied Northwest

1922

Explored by Lewis & Clark in
1804-6 and developed
by the

Northern Pacific Railway

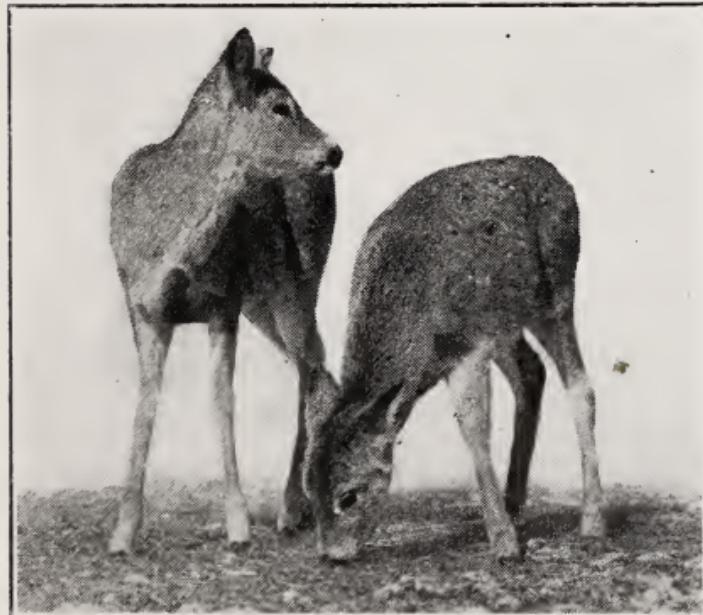


Photo by M. P. Skinner

We're Not Afraid—Come See Us in
Yellowstone Park



Silver Birches Glorify Minnesota Lakes



Off for Minnesota's 10,000 Lakes Region

IN the very heart of the state of Minnesota is one of the most remarkable lake regions in the United States. By actual determination the state of Minnesota has 10,000 or more lakes, some of them small, with bluffy and tree fringed borders, several of them quite large and all of them most attractive from the standpoint of the angler or pleasure seeker. The Northern Pacific Railway's "Duluth Short Line" and its branches extend through the eastern part of this Lake Park Region, while the main line and the branch to Grand Forks, N. D. and Winnipeg, in Manitoba, crossing the state in a northwesterly direction, cut across a myriad collection of lakes near the western boundary of the State. In recent years this section has become more and more popular with Eastern and Southern people who desire a cool and yet temperate climate where they can spend any time from a week to a month or two out of doors in the



Petrified Stumps in Pyramid Park, North Dakota

summer, where bass, pike and muskalonge fishing is found. Good hotels have multiplied and there are increasingly numerous attractive outing spots where either hotel or cottage life may be enjoyed as one prefers. The lakes near St. Paul on the "Duluth Short Line," those near Detroit and Perham on the main line, Battle, Ottertail, Gull, Ten Mile, Woman, Leech, Bemidji, and Itasca lakes, on or near branch lines, are a few of many of these places. Our "Minnesota Lakes" booklet depicts this region in detail.

Pyramid Park

One of the really pictorial portions of the West is found in North Dakota and in common parlance has been known as the Bad-Lands, but is more correctly known as Pyramid Park. The characteristics of this region are long lines of cliffs, and isolated buttes, highly colored by the burning out of underlying coal beds and carved by erosion into most varied and even fantastic forms, the resultant combination being one that produces a most attractive and fascinating landscape.



*Teakettle Butte, on the Yellowstone River, Montana.
Erosion was the Architect*

Not far south from Medora, on the Little Missouri river in the heart of this land of enchantment, Custer camped in 1876 soon after starting on his last and fateful campaign against the Indians. This was the region where Colonel Roosevelt formerly engaged in cattle ranching.

About five miles north of Medora is Peaceful Valley Ranch, a most desirable resort ranch in the Pyramid Park region. It is picturesquely located, is easily accessible by auto, well conducted, has numerous cottages, horses for exploration parties and accommodations for about 30 persons a day.

Near it is a Petrified Forest of great interest. The recumbent tree trunks comprise very large ones in many cases and are found in large numbers. Stumps, petrified remains of former trees are many and deeply interesting. Address Carl B. Olsen, Medora, North Dakota, for intimate details.



Mt. Baldy, Livingston, Montana. Seen from Northern Pacific Trains—Yellowstone River in Foreground

Between Medora and Glendive the upland region has, in recent years, been transformed into one vast grain field. Just beyond Wibaux, on the south side of the track, stands a statue of the late Pierre Wibaux, a former well known banker and stockman for whom the town was named.

Along the Yellowstone River

Between Glendive and Livingston the Northern Pacific Railway follows the rambling Yellowstone river for 340 miles through a most fertile and interesting part of eastern Montana. About this stream, formerly known by the Indians as the Elk river, the border history of eastern Montana centers. Historically, the importance of the stream was first made known by Lewis and Clark, one of whose parties, under Clark, descended the river in 1806, returning from the Pacific Ocean. A noted landmark, Pompey's Pillar, near the station of that name, stands on the south bank in



*Trout May be Caught in any Stream or Lake Among
the Mountains on the Northern Pacific*

plain view of passing trains, and to this day shows Captain Clark's name carved on the rock by himself.

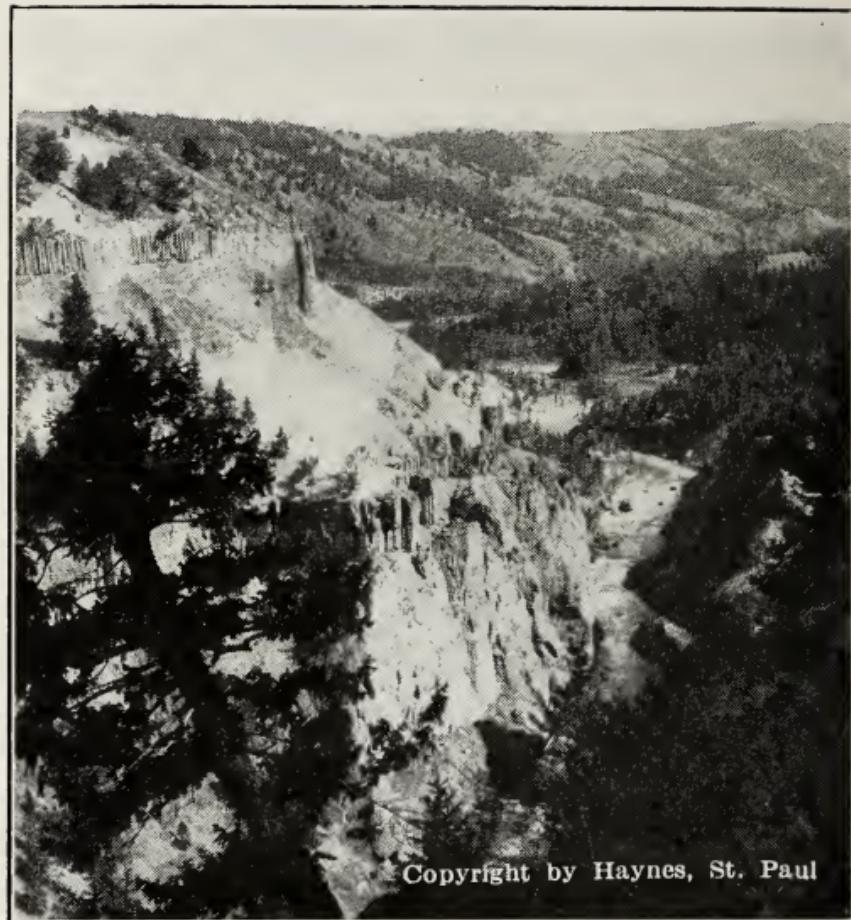
During the old frontier days steamboats from St. Louis navigated the Yellowstone at intervals as far as the mouth of the Bighorn river.

South of Miles City and Rosebud station lie the Cheyenne and Crow Indian reservations.

The Cheyennes are among the finest specimens of the Indian race.

Miles City has for years been the most noted horse market in the West, and Fort Keogh—named for Capt. Myles W. Keogh, killed with Custer at the battle of the Little Bighorn, June 25, 1876, and just across the Tongue river from Miles City—has been until recently a military post used by the government as a cavalry remount station.

From Billings, than which there is no finer nor more progressive young city in the West, a visit to the Custer battlefield of 1876 may well



Copyright by Haynes, St. Paul

*Grand Canyon of the Yellowstone at Tower Fall,
Yellowstone Park*

be made. It is a part of the old Crow Indian reservation and the monuments and headstones on the hills which overlook the Little Bighorn river explain the tragic events of June, 1876, when Custer and so many of his regiment were wiped out by Indians.

In the mountains south of Laurel and reached from Red Lodge, Camp Senia and Richel Lodge are attractive recreation places.

Hunter's Hot Springs—Springdale station—near the base of the picturesque Crazy Mountains, which are first seen from near Big Timber, were as noted among the Indians as they now are among the whites, for their healing properties. There is a very fine hotel here with a large plunge, numerous hot and mud springs, etc.



PHOTO BY U. S. FOREST SERVICE

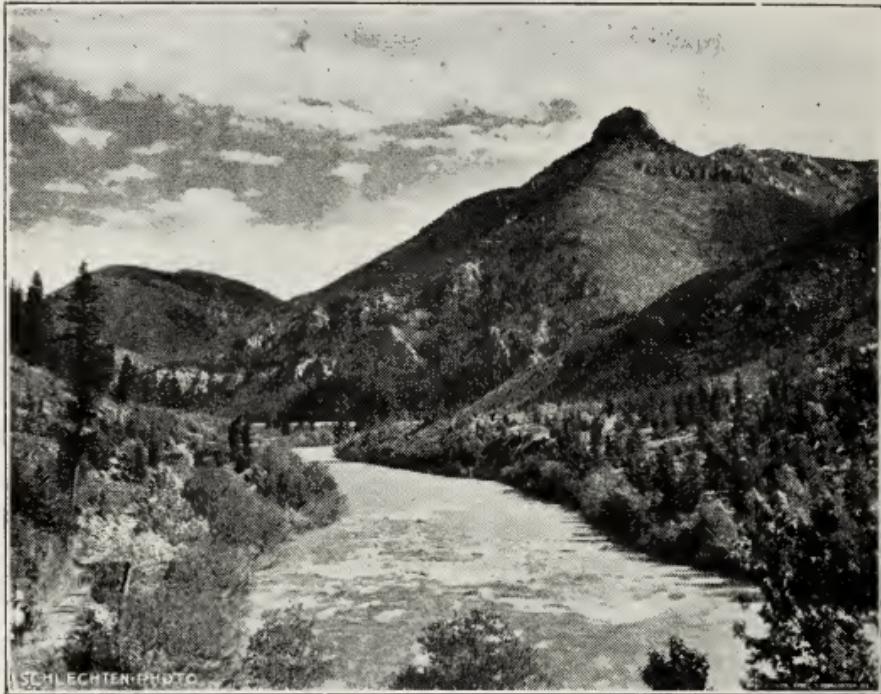
*Jenny Lake, Teton National Forest
South of Yellowstone Park*

Yellowstone National Park

At Livingston the Yellowstone Park line, passing through the Gate of the Mountains and Paradise Valley, follows the Yellowstone river to Gardiner, the original, official and northern entrance to Yellowstone Park. Gardiner is but five miles from Mammoth Hot Springs, the capital of the park, and the site of the beautiful nature-painted terraces.

Yellowstone is the world's greatest park. It is a wonderland of mighty geysers, glorious waterfalls, gorgiously-colored canyons and natural phenomena of endless variety and charm. Yellowstone, in addition to its surprising scenic marvels and beauties, is America's biggest game preserve. Bears, beavers, deer, elk, buffalo, antelope, moose, mountain sheep and birds of many species live here in their native state, friendly, protected, interested in visitors. Every traveler passing Livingston should arrange, if possible, to visit the park.

The Yellowstone Park book (free) describes the park and its phenomena at length.



*Castle Rock, Gallatin River, Montana
There are Trout Galore*

Rocky Canyon and Three Forks

Between Livingston and Bozeman the well known Rocky Mountains are first crossed, Rocky Canyon being a very attractive gorge down which the railway winds its way into the renowned Gallatin Valley. At the very point where the railway crosses this range Captain Clark, of Lewis and Clark, crossed the divide in 1806, on the return journey to St. Louis.

The Gallatin Valley, with the Gallatin range of mountains on one side and the Bridger Range on the other, is one of the most historic and fertile valleys in Montana.

The names Bozeman and Bridger commemorate the lives and services of two men noted in the early history of the Yellowstone Valley. At its extreme western end three streams, the Jefferson, the Madison and Gallatin rivers, so named by Lewis and Clark, form the Missouri. This spot became, and is still, known as the Three Forks, and a growing



A Glimpse of the Bitter Root Valley and Range, Montana

town of that name is found there. One line of the Northern Pacific follows the last named stream nearly to Helena, the capital of Montana; the other follows the Jefferson river and crosses the mountains to Butte, the great mining city.

At Lime Spur, on the Butte line, at some distance above the track and on one of the mountain peaks, is the Lewis and Clark National Monument, a tremendous system of natural caverns under the control of the Interior Department of the Government.

Beyond Helena and Butte the Northern Pacific follows the Clark Fork of the Columbia, formerly known as the Deer Lodge and Hell-gate river, between very high subranges of the Rockies to Missoula, at the foot of the beautiful Bitter Root Valley. The American Rockies reach some of their grandest beauties along the Northern Pacific in Montana.

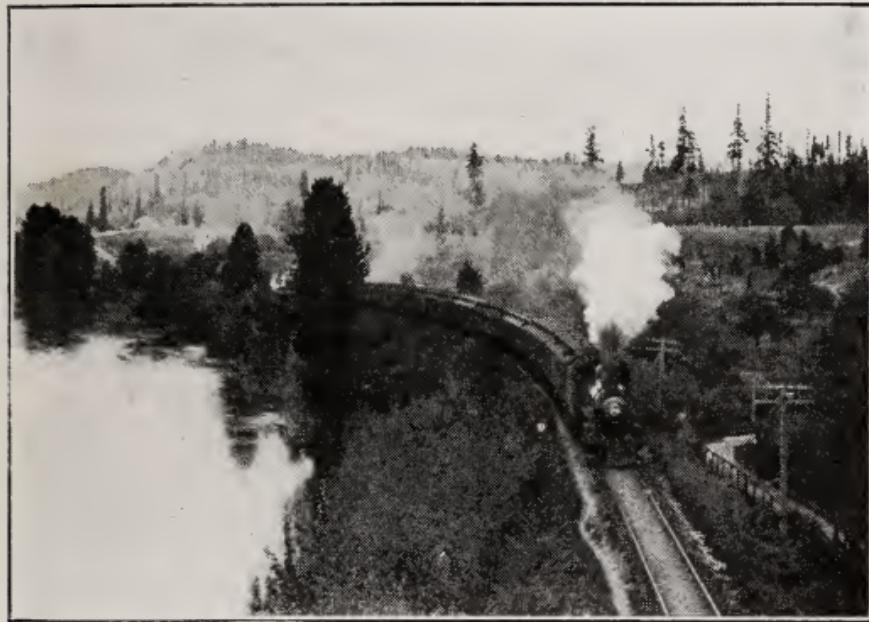


In the Flathead Lake Region, Montana

The Bitter Root Valley leads South from Missoula. It is noted for its fertility and beauty and the Bitter Root Range is a noted fishing and hunting region full of delightful camping spots. The Bitter Root branch line extends well up the valley into a rich farming and stock country.

Flathead Lake and Vicinage

Just over the last ascent of the Rockies, beyond Missoula, the Northern Pacific descends into the valley of the Jocko and Flathead rivers. Here is what may well be termed a paradisiacal region. A climate of exceptional salubrity, mountain scenery of super-excellence, forests that are green the year through, flowers that bloom not only in the spring but more or less continuously, a large lake of great agricultural value and



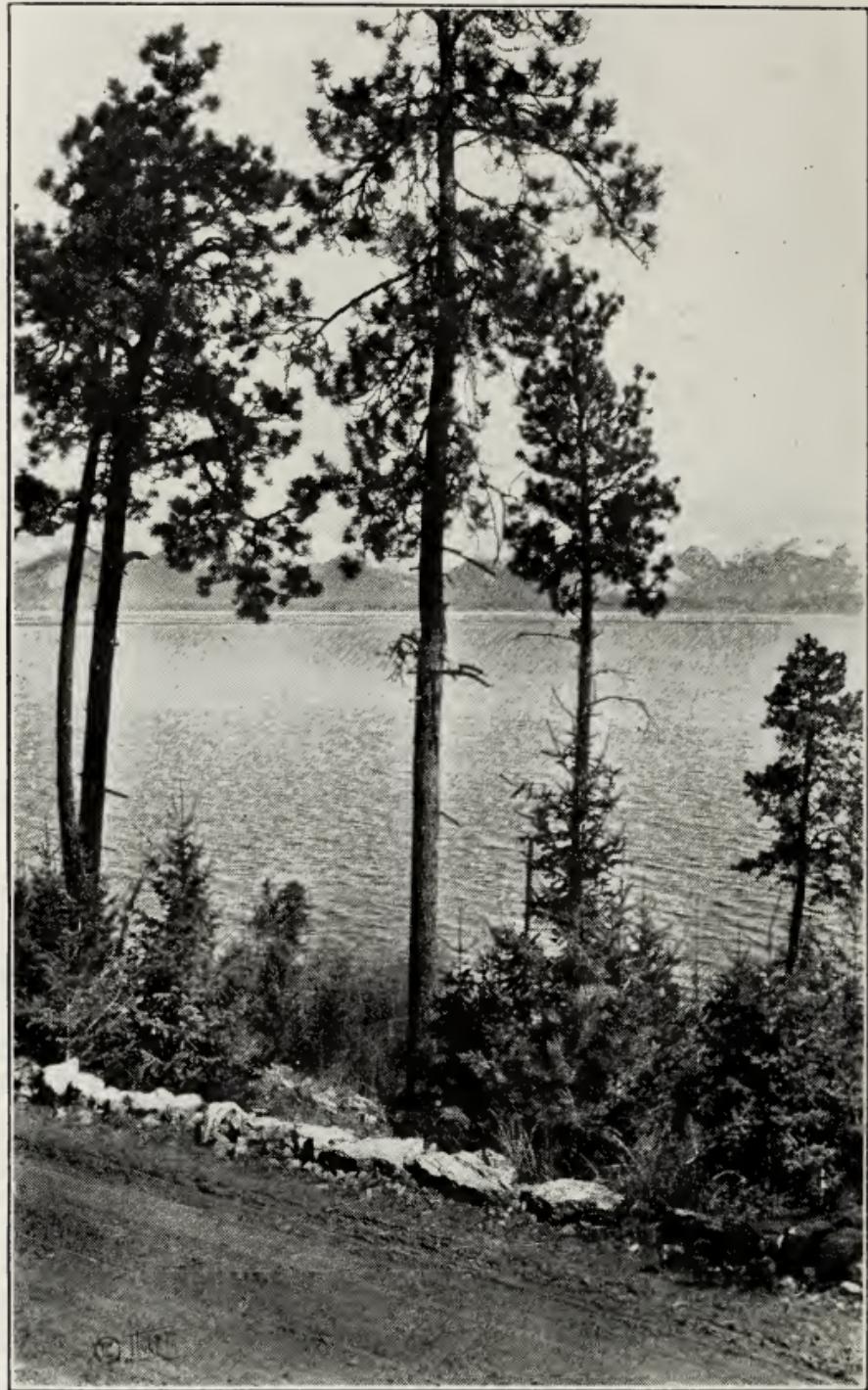
*Northern Pacific Trains Follow a Thousand Miles
of Historic and Scenic Rivers*

uncommon beauty, are aggregated to form a home-land of fascinating proportions and delightful excellence.

To the east, and close at hand, are Butte, Helena and Missoula, three fine cities, social points of education, refinement and relaxation, and good markets twelve months in the year. To the west, also but a short distance away, is Spokane, the Empress of the wide ranged Inland Empire, another society center of recreation and commercial superiority.

The Flathead, or Salish, Indians, always friends of the Whites, have taken up their old reservation lands in individual ownerships and add a somewhat ancient, historic and, likewise, a picturesque, touch to the landscape.

To the north is the Kalispell country, with Flathead Lake an important feature of the landscape. Kalispell, with Polson on the south, and Somers at the north end of the lake, form, with other growing towns, com-



*Flathead Lake, Montana, and a Glimpse of the Rockies
A Charming Vacation Locality*

munities of increasing future value. And—mark it well, to the northeast, not far from Kalispell, is Glacier National Park. With Yellowstone Park just east of Butte and Helena, these parks and the Flathead form a most attractive and exceptional vacation or



The Grand Geyser, Yellowstone Park

educational tour in a region fresh, new, easily reached and traversed, and full of thrills and vivifying experiences that will not soon be forgotten.

This Park to Park tour, in either direction, is well worth taking and the usual summer excursion fares including both Yellowstone and Glacier Parks are in effect during the Park Season, by way of Helena, Butte or Flathead Lake.

Through Northern Pacific train service is operated—via Dixon—between Missoula and Polson, where a good steamer continues the delightful trip over Flathead Lake to Somers, whence Kalispell and Glacier Park are soon reached.

Lake Pend Oreille and Other Lakes

The Flathead river debouches into the Clark Fork river which is followed through the mountains, that constantly become higher and more rugged, to Lake Pend Oreille. This lake is an ex-



Cottages at Lake Coeur d'Alene, Idaho

pansion of the Clark Fork and fills a tremendous gorge, or canyon among the mountains, and is therefore a very deep lake, some 2,000 or 3,000 feet in depth, so it is said. Leaving the lake the stream continues to the northwest to the Columbia river.

Sand Point, on the lake, is an attractive place to leave the train and enjoy the fishing for which the lake is noted.

After winding for many miles through the rough and upheaved range the railway emerges into the open park-like country about Spokane with its large, attractive orchards and truck gardens. Tributary to Spokane are a number of most beautiful lakes, prominent among which are Hayden and Coeur d'Alene lakes, and the mountains—from Helena and Butte to Spokane—abound in trout streams that never fail to satisfy the most fastidious wielder of the rod who seeks them out.

West of Spokane is the Inland Empire which, under irrigation, will before long be an Agricultural Empire of tremendous importance.

South from Spokane lies the Palouse Country and the Lewiston region—one a noted



PHOTO BY U. S. FOREST SERVICE

Dolly Vardens for Dinner, from Odell Lake, Deschutes Country, Oregon

grain producing section—the other renowned for its orchards and garden produce. Moscow, Idaho, and Pullman, Washington—university towns—and Lewiston-Clarkston are important places.

The Columbia River and “North Bank” Line

Between Spokane and Portland the traveler uses the Spokane, Portland and Seattle,—the “North Bank”—road. It crosses the Columbia river at Pasco-Kennewick, and follows the north bank of the river 230 miles to Portland. From Portland, it extends to Astoria, 119 miles, at the mouth of the Columbia river, and the various beach resorts along the coast. The Columbia is unquestionably the greatest stream in the United States from a scenic standpoint, and from a historical standpoint it is also of paramount interest. Cascades and rapids, terraced and vertical bluffs, precipitous mountains, some bare and almost devoid of verdure others thickly covered with forests, a wonderful and wide sweep of the river, and a couple

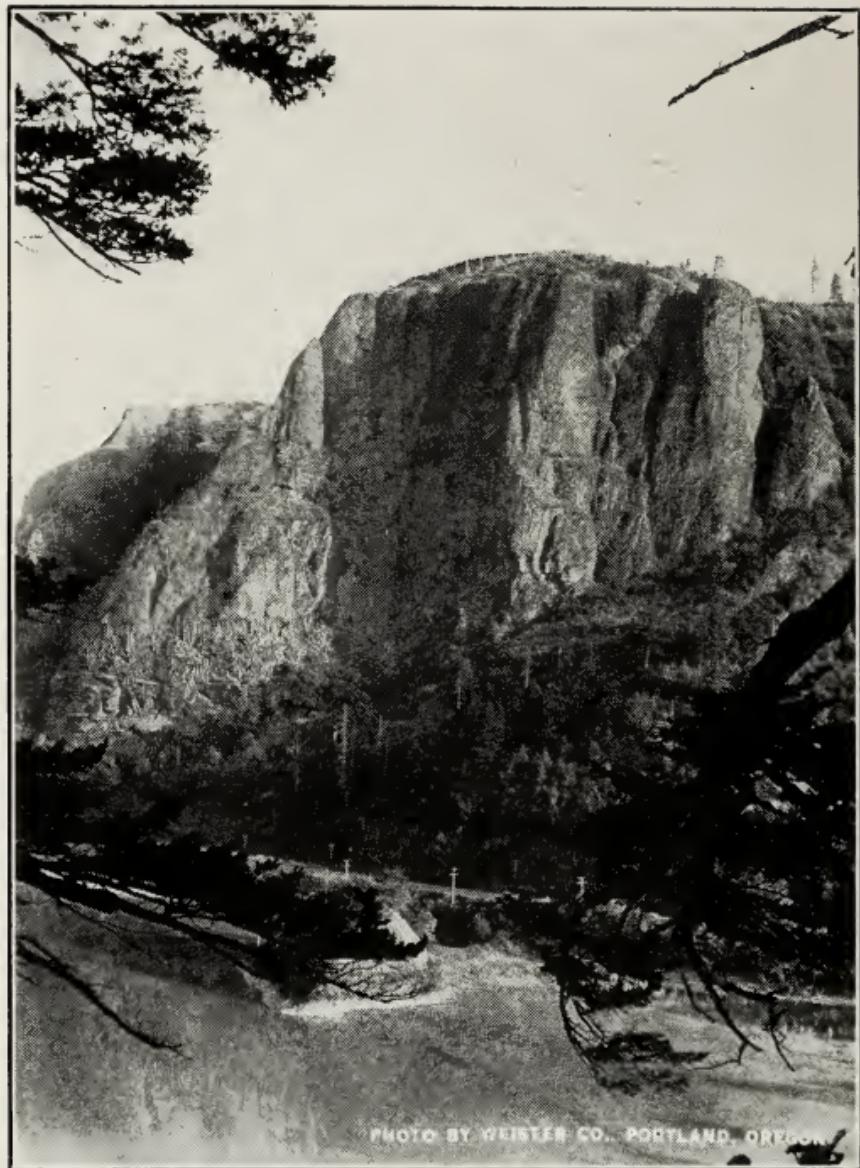


PHOTO BY WEISTER CO., PORTLAND, OREG.

A Titanic Cliff on the Columbia River Highway, Oregon. Basaltic Structure at Lower Left Hand Base.

of dozen waterfalls each hundreds of feet high and none in the world more beautiful, form a panoramic feast no one can gaze upon unmoved.

At Fallbridge the Oregon Trunk branch crosses the Columbia on a bridge directly across Celilo Falls, and continues on to Bend, Oregon, 157 miles distant. It follows the Deschutes river and furnishes a scenic panorama unsurpassed in its startling and unusual character in the entire country.



Mt. Hood, Oregon, 11,225 Feet Altitude

From most of the higher elevations of Portland and the region round about, the five great mountains of this region, Mt. Rainier, Mt. Adams, Mt. St. Helens, Mt. Hood and Mt. Jefferson, may be viewed, together with the beautiful valley of the Willamette river.

At the mouth of the Columbia, on the "North Bank" road, is Astoria, an important, interesting and lively place for a stop-over while "doing" the beaches at Seaside, Gearhart, etc. Important improvements have recently been made at these beaches and they are easily reached by frequent train service.

Astoria is an attraction in itself. Its historical episodes—Gray's discovery of the Columbia, in 1792; Lewis and Clark, 1805-6; the establishment of a fort there in 1810-12 by John Jacob Astor's fur-trading parties, and the broad sweep of the Columbia over its former very dangerous bar, now quite innocuous, make it an interesting locality.

Across the Cascade Mountains and The Yakima Valley

Not many miles west of Spokane the Northern Pacific road winds along the north-

ern bank of Lake Colville, which, breaking in upon a somewhat open and gently undulating valley, or plain, serves to diversify the landscape most pleasantly.

Beyond Pasco the main line of the Northern Pacific follows the Yakima Valley to the crossing of the Cascade Range of mountains. This valley is among the noted valleys of the country on account of its importance from an irrigation standpoint. Twenty-five or thirty years ago scarcely a start had been made in the development of this region and now it is one of the most prolific and noted fruit and alfalfa producing valleys in the United States, if not in the world. From Pasco and Kennewick, in the lower valley, Prosser, Sunnyside, Grand View, Zillah, a little higher up, and Yakima and Ellensburg in the upper valley, one may stop and enjoy an experience in the study of irrigation well worth while.

The crossing of the Cascade Range affords another opportunity of enjoying the mountain scenery. The Cascades are very different from the Rockies and are densely covered with timber. The ride down the Range slopes is more or less thrilling.

Puget Sound and Rainier National Park

The Puget Sound country with its wonderfully progressive cities, Seattle, Olympia, Portland, Tacoma, Everett, Port Townsend, Bellingham, Victoria and Vancouver, B. C., was first opened to the traveling public by the con-



F. ASAHEL CURTIS

*Mt. Rainier, 14,408 Feet High, Rainier
National Park, Washington
(Also Called Mt. Tacoma)*

struction of the Northern Pacific Railway. In point of historical interest and scenic grandeur no section of the West will surpass this region. The variety to be found here, and all that goes to make up life in its spiritual and physical enjoyment, is almost beyond statement. Aside from the Sound itself, with its innumerable recreation spots of great beauty, Rainier National Park ranks with the Yellowstone, Yosemite and the other national parks of the country. The Government has, through very heavy expenditures, made it possible to view the beauties of this park region easily and at reasonable expense.

New roads, trails and fine new hotels make it a most desirable addition to one's travel program.

Mount Rainier itself, a massive protuberance of nature and the genesis of the park,



PHOTO BY U. S. FOREST SERVICE

*Y. M. C. A. Camp, Rainier National Forest,
Washington*

is visible from most points on Puget Sound including Seattle and Tacoma.

Trips by boat to Victoria and Vancouver, B. C., from Seattle and Tacoma will well repay one. Also a ride across the Sound to Bremerton, the location of the Puget Sound navy yard, or a trip up Hood's Canal, or to Lake Crescent in the wild Olympic Range, will afford great enjoyment and knowledge as well.

Vancouver and Victoria are large, attractive and most interesting cities to visit and to sojourn in. Each is very different from the other. Vancouver is on the mainland with good harbor protection and mountains round about. Victoria is on a harbor jutting back from the Strait of Juan de Fuca and has the flavor of Old England in its residential part.

The Northern Pacific Railway Offices Listed Will Help You Plan Your Trip

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Bellingham, Wash.....	A. N. Bussing..... Gen. Agt.
Billings, Mont.....	J. E. Spurling, Dist. Frt. and Pass. Agt.
	Neil Baird, Trav. Pass. Agent
Boston, Mass., 217 Old South Bldg.....	C. E. Foster Gen. Agent Pass. Department
Buffalo, N. Y., 658 Ellicott Square.....	Wm G. Mason, Trav. Pass. Agt.
Butte, Mont., 704 Metals Bank & Trust Bldg.	W. H. Merriman.. Dist. Frt. and Pass. Agt.
No. 2 No. Main St.....	J. S. Kemp..... Gen. Agt.
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Chicago, Ill., 226 W. Adams St....	J. H. Brinkerhoff.... Gen. Agt.
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Cleveland, O., 708 Hippodrome Bldg.....	W. H. Millard..... Gen. Agt.
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518 Park Bldg.	R. J. Tozer	Gen. Agt.
	Clifford T. Penn	Trav. Pass. Agent
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	J. F. Simmons	City Pass. Agt.
	T. K. Stateler	Agt. Pass. Dept.
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200 L. C. Smith Bldg.	W. E. Coman	Western Traffic Manager
	E. L. Carey	Gen. Agt.
	J. T. McKenney	Trav. Pass. Agent
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1010 Second Ave.	T. J. Moore	Agt. Con. Tkt. Office
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701 Sprague Ave.	W. H. Ude	Gen. Agt.
Cor. Wall St.	M. A. Berg	Trav. Pass. Agt.
	E. F. Baird	City Pass. Agt.
10 South Wall St.	C. E. Arney	West. Ind. & Imm. Agent
Tacoma, Wash.	R. T. Bretz	Asst. Gen. Frt. and Pass. Agt.
112 So. Tenth St.	J. O. McMullen	City Pass. Agt.
Vancouver, B. C., 118 Empire Bldg.,		
601 Hastings St., West	H. Swinford	Gen. Agt.
605 Hastings St. West	C. E. Lang	City Pass. Agt.
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912 Government St.	E. E. Blackwood	Gen. Agt.
Walla Walla, Wash.		
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Winnipeg, Man.	F. J. Berry	Gen. Agt.
349 Main St.	T. J. O'Donnell	City Frt. and Tkt. Agt.
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ST. PAUL, MINN.		
J. C. Poore		Asst. General Passenger Agent
C. A. Matthews		Asst. General Passenger Agent
E. E. Nelson		Asst. General Passenger Agent
M. M. Goodsill		Asst. General Passenger Agent
PORLAND, ORE.	A. D. Charlton	Gen. Pass. Agt.
H. W. Byerly		General Immigration Agent
E. F. BENSON		Mgr. Dept. of Imm. and Industry
J. G. WOODWORTH,		A. B. SMITH,
Vice-President		Pass. Traffic Manager
St. Paul, Minn.		St. Paul, Minn.

